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Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
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Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
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Exits on every floor.

MODERATE CHARGES! NO EXTRAS!
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FROM THE TRAMWAY TERMINUS
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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
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CANTON
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enjoyable
WM. FARMER,
Proprietor.
[a607-1977]

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HAS been reopened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkwan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
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First-Class English Hotel MANAGER
and CATERER seeks appointment.
Good experience. Age 35.
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HOTEL,
Care of Daily Press Office.
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B. ST. ESTEPHE (Red Capule) ...	88.00	88.00
C. ST. JULIEN (Red Capule) ...	10.00	11.00
D. LA ROSE (Red Capule) ...	13.50	14.50
CHATEAU HAUT BRION LARIVET ...	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ ...	24.00	26.00
CHATEAU PONTET CANET ...	28.00	—
CHATEAU LA TOUR CARNET ...	33.00	—
CHATEAU RAUZEN ...	48.00	—
CHATEAU LAFITE ...	54.00	—

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THE HONGKONG DISPENSARY.

BIRTH.

On the 10th April, at Elandon, the Peak, the wife of ANDREW FORBES, of a daughter, [1059] MARRIAGES.

On the 5th April, at Yokohama, AOMI LACRINA BEATRICE, daughter of DAVID BOSS, F.R.I., B.A., of New Zealand, to WILLIAM EDWARD LAXON SWEET, of Kumamoto, son of the late Rev. L. E. SWEET, of Bathford, England.

On the 5th April, at Tokyo, the Rev. JOHN THOMAS BRITAN, M.A., B.D., to LUCY SILVER, daughter of Mr. and Mrs. W. SILVER HALL, of Tokyo.

On the 6th April, at Yokohama, FRANCIS JAMES HALL, fourth son of the Rev. T. O. HALL, of Stratford-on-Avon, England, to BEATRICE MAUDE SUGGLES HARRIS, youngest daughter of the late Rev. W. J. BARRON, of Withybrook, Victoria, Coventry, England.

On the 6th April, at the British Consulate, Kobe, and afterwards at Osaka, by the Rev. G. Chapman, B.A., assisted by the Rev. V. H. Patrick, to the Rev. SAMUEL HEASLETT, of Nagasaki, to HILDA SUSAN JACKSON, second daughter of FREDERICK J. JACKSON, of Southampton, England.

DEATHS.

On the 10th April, at Cheltenham, Major W. H. GIBSON, [1060] of Greenock, Scotland, by Accident, at Quarry Bay, aged 35 years. Deeply regretted. Scotch papers please copy. Funeral will pass the Monument to-day at 5 p.m. [1061]

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th APRIL, 1904

That absorbing question of the hour, the connection of Hongkong, through its hinterland, by rail with Canton and other towns of the Delta, has received a fresh impetus. The recent expeditions overland to Waichow have demonstrated very plainly that there is another way out of the New Territory than that selected by the projectors of the Kowloon-Canton Railway. They all report that there is a route over which it would be possible to lay a line of railway from the head of Mire Bay to Waichow for a most modest outlay. This line would pass the town of Tamsui, through a fertile and populous district most of the way, and might, after crossing the East River, where, though broad, it is very shallow, bend westwards, following the banks of the waterway and, passing Sheklong, come to a terminus at Canton. This route would be practically devoid of all engineering difficulties except the construction of a bridge across the East River at Waichow. When we say this we do not allow for the connecting section from Kowloon to Mire Bay. The latter portion might be made by the Colonial Government, and need not be anything like so costly as the projected line from Tamsui to Canton. It would, we imagine, be possible to take the railway by a gentle rise to the 500-foot level and thence pierce the

hills, coming out at Shatin. From thence to Taupo there are no serious obstacles to overcome, and from Taipo to Sangebung would also prove an easy stretch. There would probably be little difficulty in securing a concession from the Chinese Government to make the railway from Mire Bay to Waichow and from that city to Canton. This Colony would then be connected with the capital of Kwangtung by railway and could afford to regard with equanimity the dilatory proceedings of the British-Chinese Corporation. The feeling is growing stronger daily that if we have to wait for this Company to commence work we may go on waiting, not only until some other connection between the City of Rams and the coast is established, but, having regard to the remarks of the Chairman at the annual meeting in London of the China Association, to a date almost as indefinite as the Greek Kalendar. The matter is of far too great importance to be left to the whim, or the convenience, or the financial exigencies of any Company, however enterprising or influential, and we consider it is so vital a question that the Colonial Government should take it up in all earnestness and with a fixed determination to see it through. It is of course unfortunate that the concession to construct the Kowloon-Canton line should have been conferred upon a Company who either fear to invest capital in the enterprise or have been disappointed in the hope of obtaining a subsidy from Government towards the admittedly heavy cost of laying the line over a portion of the distance through the New Territory. But this fact ought not to be suffered to impair the prospects or check the progress of this important Colony, and action should be taken without further delay to save the situation. Sir HENRY BLAKE and Mr. JAMES SCOTT, the late Consul-General at Canton, both fully realised the importance of the question, and we believe Mr. MAY is equally earnest in endeavouring to bring the railway into the region of practical politics. The British Government has, however, as a matter of principle, laid it down that commercial enterprises such as the construction of railways in foreign states cannot be assisted by public moneys, and it has hitherto consistently refused to grant any such assistance to these undertakings. We trust, however, that in this instance an exception will be made, because of the exceptional circumstances existing. The railway so far as it runs on foreign soil requires no aid from Government, but the section bringing it through British territory presents such considerable engineering obstacles as must necessarily render this portion a costly work, and for the sake of encouraging effort and securing the communication the Colonial Government should be permitted either to guarantee the dividend on this section, to give it a subsidy, or to undertake the construction of the line itself. It must not be forgotten, in our natural indignation at the apparent apathy of the British concessionaries, that capitalists cannot be expected to make railways out of mere patriotism; there must also be a reasonable prospect of such an undertaking proving remunerative. It is for the colonists now to speak their minds definitely on this great and burning question. The annual meeting of the Chamber of Commerce is advertised to be held on the 27th instant, on which occasion the Chairman usually reviews at more or less length the events of the commercial year. We trust that this question will receive all the prominence it merits, and that the Chamber, though of a more or less cosmopolitan character, will speak out in no uncertain terms. Time is running on, and 1904 seems likely to pass, like the previous five years, without any decisive action being taken on this momentous subject.

Some 23 vessels arrived at Hongkong on Monday. This is an exceptionally large number. Mr. James Hutchison, of Goansee Estate, Darjeeling, has been selected by the Indian Tea Association as the deputation to visit Formosa leaving immediately. We draw our readers' attention to the notice in another column that a grand orchestral concert will be given by the band of S.M.S. *Hansa* in the City Hall on Friday night, the 22nd inst. The first English Railway Company to operate electrically a main line of railway is the Lancashire and Yorkshire Company which has "electrified" the Liverpool, Southport and Crossens line, a total of 21½ miles of double track road. A number of Japanese residents at New York, members of the Buddhist Alliance, are endeavouring to collect enough funds for the erection of a Buddhist temple in that city. A site has been chosen, and over £4,000 has been subscribed.

Baron Mitsui, a wealthy Japanese trader, has given £3,000 for the foundation of a chair of Japanese history at the Paris University.

The cases of communicable disease reported in the Colony last week were—Plague, 3 (Chinese, all fatal); enteric fever, 2 (European); small-pox, 5 (Chinese, 1 imported, 2 fatal).

Inspector McNab, of the Hongkong Police, leaves for home on a well-earned pension next month, after serving no less than 24 years in the Force. Three of these were spent in Glasgow as a d19 in Hongkong. In 1885 seven men were required for the Hongkong Police, and Inspector McNab, at that time a young constable, was chosen as one of them. He arrived at Victoria in due course, and worked himself up to his present position with an absolutely clean sheet. He is in spite of his two dozen years of wear and tear, still a young man, and will, no doubt, enjoy many years of his pension.

The band performance by the musicians from the German cruiser *Hansa* in the Botanic Gardens yesterday evening was a great success. A fair number had assembled by 5 o'clock, when the first item on the programme was given, and as time went on a large assemblage gathered, ladies forming the majority among the European section. The music was very much appreciated, and, though at first the applause might have been more marked, toward the end, when the audience had increased in number, no complaint could be made on this score. The *Hansa* deserves hearty thanks of the Hongkong public. It is to be hoped that this will not be the only band performance in the Gardens this summer.

We have received recently some further parts of Mr. Wm. Heinemann's "Great Masters" series of photographic reproductions from the finest works by famous painters down to the year 1800. Each picture has a descriptive text by Sir Martin Conway, giving all details necessary to be known. The parts contain four photographic reproductions each and cost five shillings, at which they are extraordinary cheap. The eleventh part reached us by the last French mail. In it we find Van Dyck charming "Philip, Fourth Baron Wharton," from the Hermitage Gallery, S. Petersburg; Botticelli's "Virgin and Child with Angels," from Berlin; a Rembrandt, and a Hoppner. We know of no reproduction of a similar class except at vastly larger prices. 25 parts will complete the series.

DROWNING FATALITY IN HONGKONG HARBOUR.

At muster on Sunday evening, when policemen had collected to answer the roll-call, Indian Constable No. 669 was absent. He was not to be found at his quarters at that time, nor did he return later. Next day his body was found by the Water Police floating in the Harbour, and conveyed to the Morgue. From investigations it appears that deceased went to Kennedy Town on Sunday afternoon to visit his brother, employed as a watchman there. After spending some time conversing with other Indians, the indispensable hubbub-bubble being passed around, the brothers left Kennedy Town at half-past-six. On arriving at Queen's Road West they parted, each going their respective ways, and the constable brother taking a ricksha. The movements of deceased could not be further traced. There were no marks of violence on the corpse.

PAPAL DELEGATE IN HONGKONG

Archbishop John Guidi, Papal Delegate to the Philippines, arrived at Hongkong by the China Mail s.s. *Zafiro*, and was met by a launch of Roman Catholic priests. Monsignor Guidi is a man of some 32 summers, and was dressed on this occasion in cassock and brimmed hat, wearing a heavy gold chain and crucifix around his neck. He is accompanied by his Secretary, Father O'Connor, an Englishman in spite of his name. They are at present being entertained by Bishop Piazzoli, but leave for Macao shortly, the King of Portugal having given orders to the Government of that colony to prepare the Government House of Flora for him. Archbishop Guidi is an eminent prelate having been at almost every Court in Europe. He was at Berlin for a few years, at Madrid, Lisbon, in Russia, Brazil, North America, and many other places.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the meeting held at the Happy Valley from the 16th to the 18th April:

ROSS FAREWELL CUP.		
Mr. W. J. Gresson	91	14 = 77
Mr. J. Rodgers	93	16 = 77
Dr. R. Gibson	90	12 = 78
Mr. G. C. Moxon	98	18 = 80
Mr. T. S. Forrest	79	2 = 81
Mr. H. C. Sanford	101	18 = 83
Mr. J. Johnstone	89	5 = 84
Mr. T. C. Gray	100	16 = 84
Mr. C. H. Grace	99	14 = 85
Mr. W. Taylor	104	18 = 86
Mr. D. Sayle	108	18 = 90

POOL.		
Mr. G. C. Moxon	98	18 = 80
Mr. T. S. Forrest	79	2 = 81
Mr. W. D. Kraft	97	15 = 82
Mr. E. V. D. Parr	93	10 = 83
Mr. J. Johnstone	89	5 = 84
Mr. T. C. Gray	100	16 = 84
Mr. C. M. G. Burton	87	1 = 86

BOWLING.

The first half of the Bowling match, Hongkong Club v. Club Germania, for the Challenge Shield was rolled off on the alleys of the two clubs yesterday evening, the score, being as follows, the first figures representing the points on the Hongkong Club alleys:—

Hongkong Club	2,394 + 2,762 = 5,746
German Club	2,527 + 2,800 = 5,327

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE SUNKEN SUBMARINE.

RAISED AND DOCKED.

LONDON, 19th Ap., 11 a.m.

The submarine A 1, which was sunk through collision with a Cape liner, has been raised and docked.

THE MAD MULLAH.

OPERATIONS DISCONTINUED.

LONDON, 19th Ap., 11 a.m.

It is officially announced in Parliament that owing to the escape of the Mullah into Italian territory operations have been discontinued.

REUTERS' SERVICE.

THE WAR.

LONDON, 17th April.

It is reported in St. Petersburg that two Japanese officers, disguised as Lamas, have been caught in an endeavour to destroy the bridge over the river Nonni, and brought to Harbin.

THE BALKANS—UNREST INCREASING.

LONDON, 17th April.

Turkey is sending troops to Metroriza, Albania, in response to an Austrian concentration on the frontier. Greek bands are active in Macedonia; one band attacked and killed 18 Turkish tax-gatherers.

ARMY NOTES.

During the next month a detachment will be sent from Hongkong to the North, to relieve time-expired men of the Tientsin Detachment. Of the details that arrived from the West on Sunday 152 were Sherwood Foresters.

SERGT.-MAJOR POWER.

A rather vague telegram has been received in the Colony, from the son of Sergt.-Major Power, of the Hongkong Volunteers, to the effect that his father is lost. Mr. Power, junior, an employee of the Chinese Customs Service, is now at Amoy.

LAWN TENNIS.

The annual Lawn Tennis match between the Ladies Recreation Club and the H.K.C.C. will be played on the ground of the latter this afternoon, commencing at 3.30 p.m.

The following will represent their respective Clubs:—

L.R.C.—E. R. Hallifax and H. W. Slade, H. Pinckney and E. J. Grist, Lieut. H. W. Smith, R.A., and Capt. Boyd, R.A.

H.K.C.C.—Dr. Atkinson and T. Sercombe Smith, Dr. Martin, R.N., and C. A. Parker, R.N., Humphreys, and R. Hancock.

By kind permission of the Colonel and Officers, the Band of the Sherwood Foresters will be in attendance during the afternoon, and the members of the H.K.C.C. will be "at home" to the ladies of Hongkong.

Mr. T. Sercombe Smith, the president of the Hongkong Cricket League, has kindly consented to present the Shield and medals to the victorious Club, in the past seasons, namely the A.O.C., on the Cricket Ground to-day after the tennis match.

NAVAL NOTES.

The new crew selected at the Medway Depot for the surveying vessel *Rambler*, Com. C. E. Monro, embarked on board the P. & O. steamship *Marmora* at the Royal Albert Docks on the 19th ult. for conveyance to Hongkong, where the *Rambler* will be recommissioned. The *Marmora* connected at Colombo with the *Chusan*, due here on Friday next.

A number of marines have been stationed at Olongapo, Philippine Islands. Rear-Admiral Robley B. Evans, when commanding the United States Asiatic station, urgently recommended to the Department that Olongapo be made a naval station, and furthermore that a large number of marines be constantly kept at Olongapo that they could be readily utilised for any emergency that might arise from complications in the Far East which would put in jeopardy American interests.

The German Emperor has presented the Reichstag with a second supplementary table showing the new British warships, battleships, and first and second class cruisers.

The Portuguese battleship *Vasco da Gama* arrived from Macao (whither she arrived from Europe on Sunday) at about 10.30 yesterday morning, and leaves for Shanghai shortly. The *Vasco da Gama*, by the way is the only battleship in the Portuguese Navy. She has a displacement of 3,020 metric tons, length 233 ft., beam 40 ft., and draught 18 ft. She was built at Loughorn between the years 1876 and 1878 at a cost of £132,000. Her armour consists of 9½ in. belt, 3 in. deck, 9 in. side above belt, and 7½ in. at gun positions. She has two 9-in. guns, four 4.7-in., two 2.5-in., two 1-pr., four machine guns, and two torpedo-tubes. She can steam 15½ knots. Her complement is 218. She formed part of the Portuguese squadron in the Far East many years ago.

The German gun-boat *Tsin Tau* arrived from up-river yesterday. H.M.S. *Algerine* left for Shanghai. The Chinese gun-boat *Chan Tung*, Capt. Sz Kan Yin, has arrived from Canton.

WAR NOTES.

THE YALU SKIRMISH.

The Tokyo correspondent of the N.-C. *Daily News* gives, under date the 13th April, the following details of the fighting at the Yalu mouth on the 10th inst.—Rear-Admiral Haseya reports that Commander Kaomin was dispatched with one lieutenant and five sailors on board a Korean fishing-boat to reconnoitre the mouth of the Yalu. On the afternoon of the 10th instant they sighted seven Russian cavalrymen on board a Chinese fishing-boat, acting in conjunction with some cavalry scouts on shore. They exchanged fire, and though the Russians were reinforced by over a dozen men, they retreated, chased by the Japanese. The engagement lasted an hour and twenty minutes. One Russian was killed and two wounded. The Japanese had no loss. A military official and nine disguised Russians attempted a landing on the 10th inst. nearly a mile southwest of Yongampo. Some Japanese cavalry co-operating with the navy tried vainly to capture them. Simultaneously twenty or thirty Russians were sighted on the delta of the Yalu and taken disguised. The enemy made other unsuccessful attempts to cross the river between Yongampo and Wiju. On the morning of the 12th inst., thirty or forty Russian infantry tried to cross the river to the west of Wiju. A section of Japanese infantry encountered the enemy, who retired leaving one officer and 21 men dead. The Japanese had no losses. The enemy belonged to the 12th regiment of Rifles.

THE BALTIC ARMADA.

Vice-Admiral Skrydloff, who has been appointed to succeed the late Admiral Makaroff in the chief command of the Russian Pacific Fleet, is at present the Commander-in-Chief of the Black Sea Fleet, and it appears to have been the intention to give him the command of the large Baltic Squadron which is expected to leave for the Far East in the middle of June, or beginning of July. A telegram from St. Petersburg, published in the *Temps* on the 10th ult., stated that work on the ships was being carried on day and night. The Squadron will consist of nine battleships and "a large number of cruisers and torpedo-boats." The telegram goes on to say: "This is confidently anticipated, will prove an effective counterpoise to the Japanese fleet, and it is also pointed out that it will have the additional advantage of not being stale. The Baltic Squadron may even end the war, it is believed, if, with the help of Admiral Makaroff, commanding the fleet at Port Arthur, it separates the Japanese fleet from its bases and renders it ineffective. Icebreakers of the *Yermak* type will probably leave for the White Sea in order to ascertain, as soon as the weather becomes warmer, whether it is possible to make the voyage to the Far East by the North-East Passage. If this proves to be the case, the fleet will take that route, and will arrive at the theatre of operations in the month of August or September. No impediment to this plan is anticipated at St. Petersburg." Not many days after this statement was published, it was semi-officially announced at Sevastopol that the Russian Admiralty had abandoned as "unnecessary, inexpedient, and virtually impracticable" the idea of sending the squadron out by way of the Behring Straits.

We note also the statement that five Volunteer Fleet steamers at Sevastopol had received preliminary orders for departure, in a couple of months' time, to the Baltic, it being understood that they would be employed as coal transports for the new Baltic Squadron, and besides their own bunker fuel, they would carry in the aggregate about 30,000 tons of coal for the replenishment of the Squadron en route to the scene of war. A writer in the *Journal of St. Petersburg*, who signs himself "Surcouf" after pointing out that Russia in the Far East has a superiority of twenty-six cannon, but an inferiority of twelve warships, says:—"There is no doubt as to the issue of the naval war. The destruction of the Japanese fleet is only a question of time. The Baltic squadron will make its appearance in Eastern waters in a few months' time, under one of the most brilliant of Russian admirals. The Japanese will not run the risk of a combat on the high seas when the Russian fleet is reinforced by battleships like the *Nicholas I.*, the *Alexander II.*, the *Alexander III.*, the *Sivori Veliky*, and the *Orel*. In any case, the issue of a fight on equal terms would be fatal to an adversary who had not sufficiently well understood the valour of the nation which he had defied." The writer jeers at the pessimists in St. Petersburg who consider the naval forces of the Japanese much superior to those of Russia in the Far East, and fear that the Manchurian Railway will be cut and the communication between Russia and Port Arthur destroyed. The article in the *Journal* is apparently written to calm the public mind.

A telegram from Reuter's correspondent at Yinkow last month stated that in Russian official quarters it was asserted that Admiral Makaroff was determined to weaken the enemy's fleet at any cost, and so render the operations of the Baltic fleet feasible in the Far East, though he would be obliged to fight without the *Pallada*, *Tsarvitch*, and *Relvian*, which, it is admitted, cannot be repaired inside of six months. Indeed, on account of the uncertainty which attends the result of the mud dock scheme, naval experts allow a year for the completion of the necessary repairs on the *Tsarvitch* and *Relvian*.

GENERAL KUROPATKIN'S BOAST.

General Kuropatkin, the Commander-in-Chief of the Russian Army in Manchuria, declared more than once before he left for the front that he hoped to sign peace at Tokyo, meaning of course that Russia would dictate the terms of the Treaty. *The Echo de Paris* publishes an account of an interview which its St. Petersburg correspondent had with one of

General Kuropatkin's aides-de-camp. "The Commander-in-Chief will," *The Echo de Paris* says, "provisionally establish his headquarters at Liaoyang, between Moukden and Nowchwang." General Kuropatkin promises to give journalists every opportunity of telegraphing. He declares that he will not need all the fleet in August, and thinks that he will have done with Japan by the end of July. His first act will be to recall the corps that are operating in Corea. He says that he does not wish to sacrifice a single man unnecessarily, and will only begin operations in May. The General is said to have remarked: "To give the Japanese a lesson the Russians will march over their island after having crushed them in Corea and Manchuria. If I have anything to do with it, we shall sign the Treaty of Peace at Tokyo, and nowhere else!" General Kuropatkin's friends say that he appears quite confident of himself. These words were subsequently corrected. What the General really said was, "I do not know whether any important action will take place before the end of July, but I hope to have finished before the end of the year, and to leave the field free for the plenipotentiaries whose business it will be to draw up the conditions of peace." The correspondent also reported that in the train which took him to Moscow General Kuropatkin again declared that he hoped to sign peace at Tokyo. He said that France, Germany, and Austria-Hungary were in agreement with Russia with a view to preventing Great Britain taking part in another Berlin Treaty like that which was concluded after the Russo-Turkish War. General Kuropatkin is reported to have added: "We will never allow Great Britain to intervene and prevent us from profiting by our hard-earned victory. Corea will be Russian."

For two hours before the departure of the train the station and the neighbouring streets had been crowded with spectators. In the Imperial waiting-room were assembled the chief military authorities, the members of the Imperial suite, and of the Council of the Empire, the foreign military attaches, the leading members of the French colony in St. Petersburg, and the *cite de society* generally. As the General drove through the densely packed streets he was greeted with loud cheers. Just before his arrival at the station the Grand Dukes Nicholas and Peter Nikolaievitch, Nicholas Mikhailovitch, and the Duke of Mecklenburg-Strelitz drove up to bid the distinguished soldier farewell. The senior General of the army, General Egerstrom, presented General Kuropatkin on the platform with a sacred picture, bearing the inscription in Greek, "En touto nika" (By this sign thou shalt conquer), and a delegate of the French colony handed him a bouquet of flowers with ribbons in the national colours. Loud cheers were raised as the train steamed out of the station. General Kuropatkin had already received eighty telegrams from different towns and public institutions.

FATAL ACCIDENT TO AN EUROPEAN AT QUARRY BAY.

Yesterday quite a gloom was cast over the community of Quarry Bay by the tragic death of Mr. David Currie, an overseer of sugar boilers at the Taitoko Refinery. About nine o'clock he was on the eighth floor of the building and accidentally fell out of a window to the ground, a distance of about seventy feet; death, of course, being instantaneous. Mr. Currie, who belonged to Greenock, had been employed in the Refinery for the last thirteen years. He was but thirty-five years of age, and leaves a widow and four children, three of the latter being now at home. The funeral takes place at the Happy Valley this evening, the cortege being timed to pass the Monument at five o'clock.

HONGKONG FIRE-ENGINES.

GROSSLY INEFFICIENT.

Probably no city in the Orient the size of Hongkong has such inefficient fire-extinguishing appliances as we have. In spite of there being complaints at almost every fire that occurs in the Colony—and there are many—there is not enough water on the mains, no steps seem to have been taken to enable the Brigade to utilise their fire-engines, speedily. At the recent Queen's Road fire no water was obtainable for over half-an-hour, and by that time no less than five houses were ablaze. Why cannot the Brigade be independent of water from the mains when, but a few yards away, harbour water is always available? Most fires in the Colony occur on the lower level. At present, it may be remarked, the Volunteer Brigade are not so much to blame as one would imagine, for, to begin with, they have no fire-engines worth speaking of; and, as they have their respective Police duties to perform, cannot spare the amount of time for Brigade drill that is customary elsewhere. A *Daily Press* representative has visited the Hongkong Fire Station, in Queen's Road, and inspected the engines, which, as far as could be seen, bore no dates. Upon further investigation, however, he learned that one of the two engines—there were only two—was some 15 years old, and the other had just left its "teens." Surely such a state of affairs is a disgrace to the Colony, where Chinese fraud, Chinese carelessness, and Chinese lumps abound. Is it, moreover, just to the insurance companies? We understand that at Kowloon there are no Police fire-engines, though there may be, for all we know, a few hand squirts! The Navy, at their Kowloon Torpedo Depot, have two good steam fire-engines, and a manual; and the Hongkong and Kowloon Wharf and Godown Company have one of the latest "Shand-Mason" London engines (but 18 months old) which throws water—two deliveries—easily over their highest double-story godown. They have also a manual fire-engine, and a few Woodhouse squirts. With private property, therefore, Kowloon, no thanks to the water fire-engine, it may be remarked, is efficient, though seldom under steam when required. This fire-engine question, certainly, is a matter which should come before the Legislative Council.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, P. H. MAY, C.M.G.
HIS EXCELLENCY MAJOR-GENERAL VILHJELM HATTON, C.B. (Commanding the Troops).
Hon. A. M. THOMSON (Acting Colonial Secretary).
Hon. Sir H. S. BERKELEY (Attorney-General).
Hon. L. A. M. JOHNSTON (Acting Colonial Treasurer).
Hon. A. W. BREWIN (Registrar-General).
Hon. Captain L. A. W. BARNES-LAWRENCE R.N. (Harbour Master).
Hon. P. N. H. JONES (Acting Director of Public Works).
Hon. Sir C. P. CHATER, C.M.G.
Hon. Dr. Ho Kai C.M.G.
Hon. W. A. YUK.
Hon. H. E. POLLOCK, K. C.
Mr. R. F. JOHNSTON (Acting Clerk of Councils).

NEW MEMBER.

Hon. P. N. H. JONES, Acting Director of Public Works, took the oath and assumed his seat as a member of Council.

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 21 to 23) and moved that they be referred to the Finance Committee.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

The ACTING COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 4), and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was agreed to.

PAPERS.

The ACTING COLONIAL SECRETARY laid on the table the following sessional papers:—Report of the Director of Public Works for the year 1903, tropical diseases research, financial returns for the year 1903, returns of the Subordinate Court for the year 1903, report on the Health and Sanitary condition of the Colony of Hongkong for the year 1903, and Blue Book for the year 1903.

NOTICE OF QUESTIONS.

Hon. Mr. POLLOCK—Your Excellency, I beg to give notice that I shall ask certain questions at next meeting of Council of which I gave notice on Friday last. I understand the Government is not prepared to answer these questions now. I beg to give notice that I shall ask them at next meeting.

HIS EXCELLENCY—The clerk has the questions?

Hon. Mr. POLLOCK—Yes.

EMPLOYMENT OF PILOTS.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled "An Ordinance to provide for and regulate the Employment of Pilots." He said—The object of this Bill is to provide for the exercising of control over persons who practise as pilots in the waters of the Colony. There is at present, I understand, a so-called pilot service, but the men who ply for hire as pilots are not licensed or qualified in the sense of having passed under examination or had the approval of any person competent to say whether the man offering his services as a pilot knows the proper thing to do. In one sense it may be said that a place like this does not require pilots; the navigation is open, there is nothing intricate outside of the Colony, and there is no need to have pilots to bring ships into Hongkong or take them out. But apparently the Harbour is so extremely crowded and the difficulties of finding their berths so considerable, that the Government has been approached by the shipping community and asked to provide some safeguard that persons who offer themselves for pilots within the waters of the Colony shall know what to do. That application was considered, with the result that this Bill has been brought in. There is no compulsion for anyone to take the pilot, nor by taking the pilot to exempt a ship that takes him from any consequences that may occur—a collision or otherwise. Government accepts absolutely no responsibility in the matter. People are free to take the pilot or not as they please. What the Government wants to do is to see that no one shall offer his services as a pilot who is not reasonably considered to be capable of performing the duties of a pilot. I think, though the measure is a new one, it will be found useful in its application.

The ACTING COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then went into committee on the Bill and considered it clause by clause, only a few minor amendments being made.

On the Council resuming, the Bill was read a third time and passed on the motion of the ATTORNEY-GENERAL, seconded by the ACTING COLONIAL SECRETARY.

HILL RESERVATION.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled "An Ordinance for the Reservation of a Residential Area in the Hill District." He said—Sir, the necessity for this measure and the expediency of passing such a measure is, I think, very clearly if succinctly and shortly stated in the objects and reasons appended to the ordinance itself. It will be found stated there that "The reservation of this district is desirable in order that a healthy place of residence may be preserved for all those who are accustomed to a temperate climate and to whom life in the tropics presents the disadvantage of an unhealthy environment." Of course, it is known to everyone that persons of European

birth and extraction are liable to and do suffer more or less when they are obliged to live continuously under conditions of temperature and environment which are to them unnatural—conditions of life such as are to be found in all tropical countries, and which are at all times trying to those who are forced to live in the lower levels of tropical places. But that inconvenience and that danger which exist everywhere are accentuated in this island of Hongkong by the necessity which arises from the restricted area which compels the dense population to live together closely crowded. It is undesirable as far as I can see that the lower levels should be under this unhealthy necessity, which is due to the fact of the restricted area in which thousands have to live where there is only room for hundreds. Now this fact is due to this other fact: that this continued influx into Hongkong is simply enormous, attracted here as they are by the fact that they possess security to life and property to a greater extent than can be obtained elsewhere in the East. Well, Sir, we welcome the Chinese who like to come here, and put no limit upon their numbers. But it is not possible to reserve within the area that is below the line which is ordinarily known as the 700 feet contour that limit within which the conditions of healthy life can be found as a rule. We want many people to come here and live and trade and promote the prosperity of themselves and the country if they choose to come. We, at the same time, wish and everyone, I think, in this honourable council, or outside of it, wishes to preserve at the same time the greatest area capable of being inhabited without that close crowding which in all countries is detrimental, but especially so in tropical countries, as this one is. This crowding goes on every day, and will continue to go on. The vast majority of the people who come here—of Chinese people, at all events—have never lived on the upper levels about the 700 feet contour, and therefore the Government in casting about for an area that is desirable and necessary for a reservation area have determined upon fixing on a locality which has never hitherto been occupied by Chinese. Therefore, we propose by this Bill to reserve an area within the Peak limit which will be free from the speculative builder, because as the pressure goes on from year to year it may come to pass that houses that have not so far existed there—tenement houses—may in future find their way to the Peak. It may be more convenient for the speculator in building and letting houses, instead of going over to Kowloon side to go up to the Peak, and conditions would be created so that perforce the Chinese would be compelled to live there and introduce the conditions that are undesirable, and which now exist below. Therefore, I say that those who support the proposition that it is desirable, if possible, that the area I have referred to should be reserved will, no doubt, say that the best place to choose is the place we have chosen; that is, the Peak District. Therefore, the Government has decided to ask the Council to pass the Bill. Of course, it is obvious to anyone who reads this Bill even casually that it is by no means to prevent the Chinese, qua Chinese, living on the Peak. The Chinese gentleman, if he desires, can do so. There is no indication that they will be desirous in the future, but clause 5 says, "It shall be lawful for the Governor-in-Council to exempt any Chinese from the operation of this Ordinance on such terms as the Governor-in-Council shall think fit." It is not to prevent the Chinese, as such, living at the Peak; but we wish to have a place that is healthy and not overcrowded, and can never be overcrowded.

The ACTING COLONIAL SECRETARY seconded.

The Hon. Dr. HO KAI—Sir, the Bill, the second reading of which has been just moved, has a decided savour of the nature of class legislation, and especially against the Chinese, and, as such, it should be my duty to oppose it in as strong a manner as possible; but, at the same time, Sir, I have had the reasons carefully explained to me for the necessity of such a Bill. I have considered these reasons very carefully and I must say, personally, I am quite convinced of the reasonableness and expediency of such a measure. The reason put forward was the limited space for the accommodation of Europeans at the Peak, and it was also necessary for the health reasons to live at a height of some hundreds of feet from the level of the sea, not only for their own health, but that of their families and children, especially the children. Having considered that carefully, I for myself certainly think a concession from the Chinese would not only be graceful but justifiable, and I as a member of the Chinese community, and I believe my colleague also, agreed to offer no opposition to this Bill, but will be glad to consent to a measure by which we know the health and happiness of a large section of the European community will be promoted—the section upon which the prosperity and well-being of this Colony so much depends, and by yielding them the principle of this Bill we are really promoting not only their welfare, but the welfare of the whole of this Colony. So far then, we do not propose to offer any opposition to this Bill, but as I am here representing the Chinese—the Chinese community, of course, have something to say to this Bill. In order to ascertain their views—those of the leading members only—manifestly it is impossible for us or for the Government even to ascertain the views of the Chinese in general, nor do I think it is imperative or necessary to do so—the leading Chinese have held a series of meetings to consider the Bill, and to sum up, shortly, the result of it I wish to put it that the majority have, after three meetings, instructed us, or let us know by resolution,

that they would not oppose this Bill because they had had the reasons explained to them and they think, I suppose, the reasons were sufficient; but, at the same time unanimously have requested the Government to be so good as to alter somewhat the phraseology of the Bill. In Committee I hope I will be able to lay before the Council some suggestions as to the alteration of the Bill which, if found by the Council not objectionable and quite as effective in carrying out the principle of Bill, I hope every member of this Council will consent to unless they can point out a good reason for coming to any conclusion otherwise, for the sake of unity and to satisfy the Chinese also who have so far granted this concession. There was a minority in these meetings who are not compromising anyone, but who are dead against the principle of this Bill, and on no account would support a Bill of this kind, but, as I say, as the majority have expressed their willingness to fall in with the principle of the Bill should certain terms of the Bill be altered, I think my colleague and myself will be justified in offering no opposition to this Bill. In Committee I hope a fair hearing shall be afforded me, and if what I propose as an amendment meet with the approval of the Council I hope that a change in the phraseology will be conceded. With these few remarks I do not offer any opposition.

Hon. W. A. YUK—Sir, I beg to say I quite agree with what my senior colleague has been saying, and I beg to support what he has said already in his speech.

Hon. Mr. POLLOCK—Your Excellency, I have very much pleasure now in supporting this Bill and perhaps as I was one of the gentlemen who were approached in connection with the drafting of the petition from owners of property at the Peak, the petition upon which the present Bill is founded, I may state, Sir, that there was no intention at all on the part of the movers in this of introducing anything in the way of class legislation against the Chinese. The grounds upon which we moved were simply and solely the question of the public health. We recognised, as the hon. and learned Attorney-General has pointed out, that it was imperative in this Colony, under the tropical and somewhat unhealthy conditions under which we live here, that there should be some reservation on the higher levels for Europeans and their wives and families. I think, Sir, that those members of this Council who have been here like myself during the past 16 or 17 years will realise how much the Peak has been developed since the tramway went up there. You, Sir, will no doubt remember that before the Peak Tramway was opened—which was as long ago as May, 1888—there were only a very few houses up at the Peak, and apart from the few at Magazine Gap which were lived in all the year round, those few who lived on what we may call the Peak proper never lived there except in the summer, but came down in the winter. Since the tram has come all that has been altered. There has been what may be termed a regular rush of non-Chinese up to the Peak until at the present day, as it is well known, the sites which are available for fresh houses to be built at the Peak, especially in view of the land which has very properly been reserved, is very limited indeed. Therefore I think the hon. and learned Attorney-General might have spoken even more strongly than he did, for not merely is it undesirable that there should be any rush up to the Peak, but one may see that in the course of a few years' time it would be a very difficult thing indeed for Europeans at the Peak to obtain any fresh sites. As I have said, there has been a regular rush of Europeans up to the Peak. What is the case with regard to the Chinese? Although the tram was opened some 16 years ago we find now that not a single Chinaman except the class of domestic servants, etc., exempted under this Bill is living at the Peak. That is a very good proof indeed that the Chinese gentlemen have never felt during the last 16 years any desire to live up at the Peak. Therefore, Sir, I think it is quite clear that there will be no hardship at all in enacting such a measure as this, and I think it is absolutely imperative in the interests of those who suffer from the hot climate that they should have this sanatorium to go to, and therefore I have very much pleasure in supporting this Bill.

HIS EXCELLENCY—Gentlemen, I have listened to the speech of the hon. senior member for the Chinese with a great deal of interest, and it affords me a great deal of gratification to find that both he and his colleague are able to support this Bill. When I received the petition asking for this legislation I recognised that it was a somewhat delicate subject, that legislation of this kind might perhaps bear the appearance of what has been called class legislation. But knowing the Chinese community well, having had many years' experience of them, I relied upon their sound practical common-sense when I authorised the introduction of this legislation. I felt convinced that when the matter was thoroughly explained to them they would, as the majority of them appear to do, recognise that it is in the interests of this Colony as a whole that the European section of it should enjoy a healthy area where they and their wives and their families can reside. I need not dwell upon the point, but I may be allowed to remark that all of us here are workers. There are no idle drones in this Colony, and a man will work better, for himself first no doubt, but after all in the interests of the Colony in the long run, when he himself and, if married, his wife and family, are in good health. It also enables Europeans to keep their families in the Colony instead of undergoing the expense and the anxiety of a separation which would be necessitated and was necessitated in the past before they found this

area of the Peak where one enjoys a more or less temperate climate. The hon. senior member for the Chinese has mentioned that there is a minority who still do not view this Bill with favour. Well, I would only remind that minority of the various Statutes on the Statute Book by which privileges are accorded to the Chinese community that are not accorded to the European community. I would remind them of the constant endeavour of this Government, supported by the willing co-operation of the members of this Council, and the constant efforts made for the welfare of the Chinese community. One of the last Ordinances we passed was a Bill by which this Council amended the law relating to cubs. Now the cub is a thing that touches the Chinese community very nearly, and we have been advised by our sanitary advisers not to have any cubs at all in Chinese tenement-houses; but this hon. Council, recognising that to enforce such a law in its entirety would entail great hardship on the community, modified it by allowing a certain number of cubs as a minimum in each house. I simply mention that as an indication of concessions made by the Government, supported by this Council, in the interests of the Chinese community as a whole, and therefore in the interests of this Colony as a whole. The hon. senior Chinese member has indicated that he has certain amendments to move in committee, and all I can say is I have no doubt they will receive the very earnest consideration of this Council; and if we can meet his wishes in any way it will afford us a great deal of pleasure to do so. (Applause.)

The second reading was carried, and the Council went into Committee on the Bill.

Section 3 was as follows:—After the passing of this Ordinance the Hill District shall be reserved as a place of residence for persons other than Chinese, and no Chinese shall, except as hereinafter provided, reside within the limits of the said District.

Hon. Dr. HO KAI proposed that this be deleted and that there be substituted for it a clause to the effect that after the passing of the Ordinance, and subject to all previous reservations, it shall be lawful for Chinese to reside in any locality below the 788 feet contour, and, with the consent of the Governor in Council, but not otherwise, in any locality within the Peak District. There were many Chinese, he said, who objected to the wording of the clause. In this proposed amendment of his the principle of the Bill was retained and there could be no reasonable offence in its wording. The old reservation was excepted and the consent of the Governor in Council was necessary. He did not think there could be any objection to the substitution.

HIS EXCELLENCY said he did not know that the Government would go so far as to allow Chinese to live anywhere beyond the other reservations; still more reservations might become necessary as the Colony developed.

Hon. Dr. HO KAI argued that in that case the new laws would annul this one. The ATTORNEY-GENERAL said that what Dr. Ho Kai proposed was exactly what the Bill provided: it was a distinction without a difference. If the purpose of the Bill could be served there was no necessity to insist upon any particular form of words. He proposed to strike out clause 3 and make some alteration in clause 4, which would have the same effect. He moved that these clauses be struck out and the following substituted as clause 3:—That it shall not be lawful save in accordance with the provisions of this Ordinance for any owner, lessee, sub-lessee, tenant or occupier of any land or of any house or building within the Hill District to let or agree to let any such land or any such house or building or any part thereof for the purpose of residence by any person other than Chinese or to permit any non-Chinese to reside on or in any such land or house or building except in accordance with the provisions of this Ordinance.

This was agreed to.

Clause 5 was allowed to stand as follows:—It shall be lawful for the Governor-in-Council to exempt any Chinese from the operation of this Ordinance on such terms as the Governor-in-Council shall think fit.

Constructional Amendments proposed by the Attorney-General were made in various clauses. When the Council resumed.

The ATTORNEY-GENERAL said he desired to postpone the second reading of the Bill entitled "An Ordinance to amend Ordinance No. 8 of 1882 entitled 'The Banishment Conditional Pardons Ordinance, 1882.'" This was agreed to.

The Council adjourned till next Tuesday.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council—the ACTING COLONIAL SECRETARY (Hon. A. M. Thomson) presiding.

The following votes were passed:—

TROPICAL DISEASES.—The Officer Administering the Government recommended the Council to vote a sum of \$1,000 in aid of the vote Miscellaneous Services, being a contribution for the purpose of continuing the investigation of tropical diseases.

P.W.D. EMOLUMENTS.—The Officer Administering the Government recommended the Council to vote a sum of \$4,198.00 in aid of the vote Public Works Department under Personal Emoluments and Other Charges, for the following items:—

PERSONAL EMOLUMENTS.—Executive Engineer at £40 per month, (4 days' half pay from 2nd April, 1904, to 31st May, 1904), = £27.14.5 (Full pay from 14th May, 1904, to 31st December, 1904), = 363.47

£30.19.0 at £3,971.19

OTHER CHARGES, CONVEYANCE ALLOWANCES.—Executive Engineer from 14th May, 1904, to 31st December, 1904, at \$30 per month, = 2.17.50

Total, = \$4,198.00

PUBLIC WORKS.—The Officer Administering the Government recommended the Council to vote a sum of \$13,700 in aid of the vote, Public Works Recurrent and Extraordinary, for the following items:—

PUBLIC WORKS RECURRENT.—Maintenance of public cemetery, = \$4,500 Maintenance of Praya wall and piers, = 7,200

\$11,700

PUBLIC WORKS EXTRAORDINARY.—New Territory survey, = \$2,000

Total, = \$13,700

This was all the business.

KODAKS! KODAKS!! KODAKS!!!

AND! PH TO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO., 17A, QUEEN'S ROAD CENTRAL (Four Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

CORRESPONDENCE.

JAPAN DURING THE WAR ASSURANCE TO TOURISTS.

TO THE EDITOR OF THE "DAILY PRESS."

Japanese Consulate, Hongkong, 19th April. Sir,—As requested by the mayors of the principal cities of Japan, I beg to ask that you will be good enough to insert the enclosed telegraphic communication received from our Foreign Minister, Baron Komura, in your news columns of the 20th instant.—Yours faithfully, MASAICHI NOMA, Consul for Japan.

[ENCLOSURE.]

In answer to enquiries, too numerous to be dealt with individually, and in the hope of correcting certain erroneous impressions that prevail abroad, we, the Mayors of the principal cities of Japan, beg to give our assurance that throughout the Empire of Japan normal conditions prevail, and the country is now, in war time, as orderly as in times of peace. Business men and travellers contemplating a visit to our Empire will encounter no inconvenience nor be exposed to any danger. The ordinary means of communication by land and sea are not, and cannot be, interrupted, as Japan and its territorial waters are not included within the war zone, and by reason of the positions and advantages of our fleet and armies, Japan is insured against invasion. (Signed) Mayors of Tokyo, Yokohama, Osaka, Nagasaki, Saikyo, Kobe, and Nagoya.

SHIPPING NOTES.

THE DIVIDENDS OF THE GERMAN LINES.

The Norddeutscher Lloyd pays a dividend of 6 per cent. for the year 1903. No dividend was paid for the year 1902. The Hamburg-American line is also paying a dividend of 6 per cent. for 1903, against 4½ per cent. for 1902. The Imperial subsidy paid to the latter company for its East-Asiatic service will now cease, in consequence of the arrangement by which the passenger traffic will in future be the monopoly of the Norddeutscher Lloyd, only freighters being placed on this run by the Hamburg-American Company.

WEATHER.

The Trieste, from Shanghai, reports fog. The Nittsdale, from Japan, reports thick drizzly weather and north-easterly wind in the Formosa Channel.

ITEMS.

The Illyon, from Liverpool, has over 8,000 tons of cargo for the Fair East; 2,200 tons are for Hongkong. The Heng Sang, from Shanghai, has 800 tons of cargo for this port. The steamer Wathora, from Penang, has 810 tons of cargo for this port.

RICE.

Messrs. Jardine, Matheson & Co. received 2,500 tons of rice from Saigon yesterday by the s.s. Anara.

SUGAR.

The Giant Bee arrived from Sourabaya, Java, yesterday with 2,300 tons of sugar for Chinese.

COAL.

The Sandford, from Kutchinotza, has 4,000 tons of coal for Messrs. Bradley & Co. The Ness, from Cardiff yesterday, has 4,050 tons of coal. She is bound for Sasebo, Japan. Oscar II. arrived from Moji yesterday with 4,100 tons of coal for the Mitsui Bussan Kaisha. Messrs. Dodwell & Co. received 5,200 tons of coal from Japan by the Nittsdale.

Yesterday morning we mentioned that the German steamer Progress had arrived from the South with a lighter of 500 tons in tow. The lighter, which is consigned to Canton, has an interesting history. About a year ago the German steamer Pigeon was towing two lighters in the China Sea, and they broke drift. One went ashore in the Tonkin Gulf, and the other somehow found her way to Tourane. After lying on the sands for a year the former has just been rescued, and is being sent to Canton. Repairs can be effected cheaper at Canton than at Hongkong!

STEAMER MOVEMENT.

The steamer Alga leaves Manila for this port this morning, and is due here on Saturday, the 23rd inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

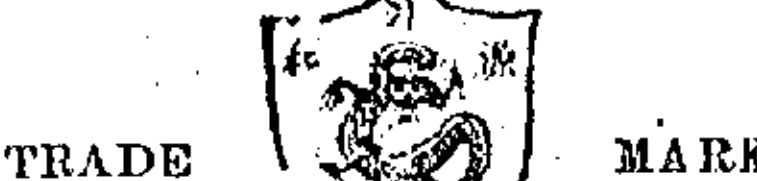
On the 18th at 11.25 a.m. The barometer has risen moderately in China and fallen rather rapidly in NE. Japan.

The greatest pressure is now found in N. China, and the least in the southern Philippines. Gradients are moderate on the China Coast, and moderate monsoon will be found to prevail in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Moderate NE. winds; cloudy, fair.

MACNIVEN & CAMERON'S "J" PENS. are by special device in manufacture the smoothest and most quill-like J pens to be obtained anywhere. I lack J. Gilt J. Big J.

In 6d. and 1s. boxes, at all Stations. WAVERLEY WORKS, EDINBURGH. [402-4]



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

[41]

HAIR GROWTH

Promoted by Shampoos

of Cuticura Soap

And Dressings of Cuticura the

Great Skin Cure

Purest, Sweetest, Most Effective Remedies

for Skin, Scalp and Hair.

This treatment at once stops falling

hair, removes crusts, scales and dan-

druff, destroys hair parasites, soothes

irritated, itching surfaces, stimulates

the hair follicles, loosens the scalp skin,

supplies the roots with energy and

nourishment, and makes the hair grow

upon a sweet, wholesome, healthy scalp

when all else fails.

Millions of women now rely on Cuti-

cure Soap assisted by Cuticura Oint-

ment, the great skin cure, for preserving,

purifying and beautifying the skin, for

cleansing the scalp of crusts, scales and

dandruff, and the stopping of falling

hair, for softening, whitening and

soothing red, rough and sore hands, for

baby rashes, itches and chafings, for

annoying irritations, or too free or

offensive perspiration, for ulcerative

weaknesses, and many sensitive, anti-

septic purposes, as well as for all the pur-

poses of the toilet and nursery.

Cuticura remedies are the standard

skin cures and humors remedies of the

world. Bathe the affected parts with hot

water and Cuticura Soap, to cleanse the

surface of crusts and scales and soften

the thickened cuticle. Dry, without

hard rubbing, and apply Cuticura Oint-

ment freely to allay itching, irritation

and inflammation, and soothe and heal,

and, lastly, in the severer forms, take

Cuticura Resolvent, to cool and cleanse

the skin, to cure the most torturing, dis-

figuring skin, scalp and blood humors,

from pimples to scrofula, from infancy

to age, when all else fails.

Cuticura Resolvent, used in the form of Chocolate

NEW ADVERTISEMENTS

THEATRE ROYAL.

GRAND ORCHESTRAL CONCERT

BY THE BAND OF S.M.S. "HANSA"

(By Permission of Rear-Admiral von HOLTZENDORFF)

FRIDAY, 22ND APRIL, AT 9 P.M. SHARP.

SPECIALLY FINE PROGRAMME.

\$2.00 Dress Circle and Stalls. \$1.00 Pit.

PLAN AT ROBINSON PIANO CO., LD.

Hongkong, 20th April, 1904.

TO LET.

NO. 9, PEDDER'S HILL, as Annex to the Hotel America, now most elegantly furnished. Rooms with or without board. Monthly Boarders accepted.

Hongkong, 20th April, 1904.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Vaux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

Hongkong, 20th April, 1904.



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from Lyman (Pak-sha-van Battery), on the night of the 25th APRIL, 1904, in the direction of the entrance to Junk Bay, at ranges from 600 to 2,000 yards, commencing about 7.15 p.m. and finishing about 9.30 p.m., if the range is clear. If the weather is unfavourable, practice will not take place.

By Command, A. M. THOMSON, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 19th April, 1904.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on TUESDAY,

the 26th APRIL, 1904, commencing at 2.45 p.m., at No. 3, CANTON VILLAS, Kowloon,

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS—Cash on delivery.

On view from Monday, the 25th April, 1904.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 20th April, 1904.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain Roach, will be despatched for the above ports on FRIDAY, the 2nd inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LAMPERT & CO., General Managers.

Hongkong, 20th April, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HYSON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 20th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be received.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th April, 1904.

THE AMERICAN SYSTEM OF

DENTISTRY.

Dr. M. H. CHAUN,

27, Des Vaux Road CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901.

DAVID CORSAK & SONS

MERCHANT NAVY

NAVY BOILED

ONG FLAX CANVAS

RELIANCE CROWN

TARPAN LIN

ARNHOLD KARBEG & CO.,

Sole Agents.

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and

Launches. Castings in Brass and Iron

Modor charges. Work solicited.

J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903.

TO LET.

ONE UNFURNISHED ROOM, BATH, room, COOKROOM, SERVANTS' QUARTERS, etc., in Robinson Road.

Apply to—

Care of Daily Press Office, Hongkong, 6th April, 1904.

TO LET.

"BRANKENKNOVE," No. 35, Conduit Road, Six Rooms and Garden. Possession from 1st May.

Apply to—

Care of No. 9, Bellios Terrace, Hongkong, 15th February, 1904.

TO LET.

MIRION, Nos. 1 and 2, and BOWRING VILLAS, No. 2.

Apply to—

HUGHES & HOUGH, S. Des Vaux Road, Hongkong, 4th April, 1904.

TO LET.

ONE ROOM FURNISHED, with Board, near Kowloon Ferry, from 1st May.

Apply to—

T. C. Care of Daily Press Office, Hongkong, 15th April, 1904.

TO LET.

THREE FIRST-CLASS SHOPS European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 29th March, 1904.

TO LET.

ONE SPACIOUS NEW GODOWN, very suitable for Dry Goods.

Apply to—

W. LYSAGHT, 15th Wanchai Road, Hongkong, 3rd December, 1903.

TO LET.

Shamoen, Canton. ONE or more FURNISHED ROOMS, in excellent situation.

Apply to—

X. X. Care of Daily Press Office, Hongkong, 25th February, 1904.

TO LET.

FURNISHED HOUSE, Kowloon, with Tennis Court. OFFICES, CENTRAL POSITION. No. 71, WYNDHAM STREET.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker, The Dairy Farm Co., LD.

Hongkong, 28th March, 1904.

TO LET.

NO. 2, CONDUIT ROAD, 5-ROOMED HOUSE. "STONYHURST," Magazine Gap. Rent \$40 a month.

Apply to—

AHMET RUMJAHN, 62, Queen's Road, Hongkong, 10th April, 1904.

TO LET.

NO. 1, RIPON TERRACE (in FLATS). No. 4, RIPON TERRACE.

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORRISON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST. "ROSENEATH," KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 6th April, 1904.

TO LET.

At SEAVIEW S.E. No. 3 POLICE STATION. ROOM FURNISHED or UNFURNISHED, with Bathroom and Gas. Good View of Harbour, Gardens, &c.

Apply to—

Mrs. F. G. ALLEN, Seaview, Wanchai Gap Road, Hongkong, 14th April, 1904.

TO LET.

"THE BYRNE" (PEAK). "ALEXANDRA" BUILDINGS, Rooms on the Top Floor.

Nos. 15 and 17, MOSQUE JUNCTION. No. 24, BELLIOS TERRACE, a Corner House with a Fine View of the Harbour.

Nos. 11, 13 & 21, BELLIOS TERRACE. "WESTWARD HO," Top Floor only.

"KIRKENDON" (PEAK), Furnished; immediate possession.

Apply to—

LINSTEAD & DAVIS, Hongkong, 6th April, 1904.

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central, Hongkong, 3rd November, 1903.

TO LET.

NOS. 5 and 6, BARROW TERRACE Kowloon. Available 1st March.

Apply to—

THE SAM WANG CO., LD.

Hongkong, 5th February, 1904.

TO LET.

AN AIRY ROOM, suitable for Office or Store in Central Position.

Apply, by letter, to—

Care of Sayce & Co., 14 Bonousfield Arcade, Hongkong, 9th April, 1904.

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th March, 1904.

TO LET.

SET of THREE LARGE ROOMS on the First Floor of No. 3, Queen's Road; next to those occupied by the China Fire Insurance Co., LD. Also the Second Floor of No. 8, Des Vaux Road, suitable for Offices.

Apply to—

DAVID SASSON & CO., LD. Hongkong, 23rd March, 1904.

TO LET.

NO. 6, LYEMOON VILLAS. From 1st May, 1904.

Apply to—

LEO D'ALMADA & CASTRO, 39 & 41, Des Vaux Road, Hongkong, 4th April, 1904.

TO LET.

WELL VENTILATED FLOORS at Nos. 57 and 59, Queen's Road Central, suitable for Offices, or residential quarters, with every convenience. Rent very moderate.

Apply to—

POOHOMULL BROS., 57, Queen's Road Central, Hongkong, 19th April, 1904.

TO LET.

GROUND FLOOR, No. 4, Des Vaux Road with Strong Room. Now in occupation of Guaranty Trust Company of New York.

Apply to—

LINSTEAD & DAVIS, Hongkong, 10th March, 1904.

TO LET.

FIRST and SECOND FLOORS of No. 34, Queen's Road Central, opposite the General Post Office, after March 31st, 1904, at present occupied by Messrs. Powell & Co., and the Cosmopolitan House. This house is especially suitable for people who are seeking places for hotel purposes.

Please apply to—

YEE SANG FAT, at the above address, Hongkong, 29th December, 1903.

TO LET.

OFFICES on First Floor, Queen's Road Central.

Apply to—

KELLY & WALSH, LD. Hongkong, 18th April, 1904.

TO LET.

GODOWN, No. 32, PRAYA EAST. Nos. 15, 17 & 19, SEYMOUR ROAD. No. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 5th March, 1904.

TO LET.

NO. 3, CANTON VILLAS. A HOUSE in KNUTSFORD TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th March, 1904.

TO LET.

NO. 5, RUA DO PE NARCISO, at the back of Government House.

Apply to—

"EXCELSIOR," Macao, or No. 3, CAINE ROAD, Hongkong.

TO LET.

BOARD AND RESIDENCE. BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 10th March, 1904.

TO LET.

FIRST-CLASS BOARD & RESIDENCE. "ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—

Mrs. G. SACHSE, "St. George's House," Hongkong, 17th March, 1903.

TO LET.

"TANG YUEN" BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply to—

MANAGERESS, Macdonnell Road

TO LET.

FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903.

TO LET.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill

TO LET.

BUSINESS TRAINING COLLEGE. NEAR G.P.O. HONGKONG.

ENGLISH, Chinese, Japanese, French, Russian, Portuguese as used at Macao, all Indian Tongues, and other languages.

Translations made for the Public.

Typewriting taught on the blind touch system.

Shorthand; "Up-to-date" or Pitman's system taught.

Typewriting Copies made for the Public.

Notice.—On and after the 1st of May next, the fees for the "Up-to-date" Shorthand will be considerably increased.

A branch Studio will be opened at Canton in a few days.

For postal lessons, etc., circulars post free.

Hongkong, 18th April, 1904.

TO LET.

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager

Hongkong, 1st May, 1902.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

INTIMATIONS

ROBINSON
PIANO CO. LD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS
OF
OUR OWN MAKE
\$350 AND \$395.

TO MAKE ROOM FOR THE
OUTPUT FROM OUR
NEW
PIANO FACTORY
Cash OR Credit.

Hongkong, 6th April, 1904.

THE
JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND
COMMERCIAL
PRINTING
TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.
MACHINE RULING,
GOLD LETTERING,
AND
MARBLING, ETC.,
ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS
A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.
Hongkong, 15th April, 1904.

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS of
the above Company will be held at the OFFICE
of the Company on TUESDAY, the 26th day
of APRIL, at Noon, for the purpose of
confirming the following Special Resolutions
which were passed at the Extraordinary General
Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.
(a) In Article 81 the words "Five Hundred
Dollars" shall be substituted for the words
"One Hundred and Fifty Dollars."
(b) In Article 102 the words "An Auditor"
shall be substituted for the words "Two
Auditors."

(c) In Article 108 the word "Auditor"
shall be substituted for the word "Auditors."

By Order of the Board of Directors,
A. SHELTON HOOPEL,
Secretary to
THE KOWLOON LAND INVESTMENT AND
AGENCY COMPANY, LIMITED.
General Agents for
THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.
Hongkong, 8th April, 1904. [181]

HALL AND HOLTZ, LIMITED.

THE 12TH ORDINARY GENERAL
MEETING of SHAREHOLDERS
will be held at the HEAD OFFICE of the
Company, No. 29, The Bund, Shanghai, on
SATURDAY, 30th APRIL, 1904, at 11 o'clock
a.m., when the report and accounts for the year
ended 29th February, 1904, will be presented.
The TRANSFER BOOKS of the Company
will be CLOSED from the 21st to 30th
APRIL, both days inclusive.
By Order,
E. R. PALMER,
Secretary. [1045]

Hongkong, 19th April, 1904.

THE TIENSIN GAS AND ELECTRIC
LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies'
Ordinances of Hongkong, whereby the
liability of Members is limited to the amount
of their shares.

CAPITAL: TAELS 250,000.
Divided into 2,500 shares of Tls. 100 each of
which 600 shares have already been allotted to
shareholders in The Tiensin Gas Co., Ltd.
Present Issue 1,500 shares of Tls. 100 each of
which 350 shares have already been subscribed
for by Shareholders in The Tiensin Gas Co.,
Ltd. The balance of 1,150 shares is now offered
to the public.

TERMS:
10 Taels payable on application.
30 " " " 1st August, 1904.
30 " " " 1st November, 1904.
30 " " " 1st February, 1905.

DIRECTORS:
C. POUlsen, Esq. (Chairman), of Electric
Engineering and Fitting Co.
L. OSWALD, Esq., of Messrs. Oswald and
Leung.
W. E. SOUTHCOTT, Esq., of Messrs. William
Forbes & Co.
W. T. L. WAT, Esq., of Talm Tug & Lighter
Company, Limited.
W. JIM PAH, Esq., Comptroller, Hongkong
and Shanghai Banking Corporation.

Prospectuses and Forms of Application for
shares may be obtained on application to the
Hongkong and Shanghai Banking Corporation at
their Branches in Tientsin, Peking, Shang-
hai and Hongkong, and also from Messrs
Doney & Co., 99, Consular Road, Tientsin.
Share Lists close at 4 p.m. on Saturday, 30th
April, 1904.
Hongkong, 1st April, 1904. [123]

NOTICE.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th
August, 1894, of the Five Shares Nos.
1418/1419 in this Company, standing in the
name of Mr. MOK SE YONG, of Hong-
kong, has been LOST, and if at the expiration
of One Month from the date hereof the above
document be not forthcoming, another Cer-
tificate will be issued by the Company, and
thereafter no other will be acknowledged.
Dated 4th April, 1904.

C. PEMBERTON,
Acting Secretary. [104]

Hongkong, 4th April, 1904.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per
cent. upon contributions for the year
1903 has been declared.
Warrants will be issued on the 4th May.
By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary. [1017]

Hongkong, 15th April, 1904.

HONGKONG
BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Niplo

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

STOREKEEPER.

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Bahtjen's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

SUPREME COURT.

Tuesday, 19th April.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

NO INDICTMENT.

In the case against Sunda Singh, an Indian
constable, who was charged with a grave offence,
the Attorney-General, Sir Henry S. Berkeley
(who was instructed by Mr. F. B. L. Bowley,
Crown Solicitor), stated that he had read the
evidence and did not consider it sufficient upon
which to file an indictment.

The man was discharged by proclamation.

ABSENT WITNESSES.

Wong Kai was brought up on a charge of
having between 30th December last and 4th
January stolen nine tins of uniced, the prop-
erty of Lai Wan Hong.

He pleaded not guilty.

The following jury was empanelled:—Messrs.
K. C. H. Newman, J. Lysaght, G. Pickering,
M. Steger, D. K. Moss, T. C. Downing, and
E. J. Judah.

The Attorney-General said that he did not
propose to proceed with this case as several wit-
nesses could not be found; the case was not a
very strong one.

His Lordship directed the jury to return a
formal verdict of not guilty.

The jury returned a verdict accordingly.

Accused was discharged.

His Lordship ordered that the recognis-
ances of the missing witnesses be estrated.

FORGING AN ORDER.

Ip Lam, a boatman, was charged with having
on 4th April offered a forged request for the
delivery of seven piculs of rice purporting to
be chopped by the Fung Yan Loong firm.

He pleaded not guilty.

The Attorney-General in opening the case
stated that on the morning of the day in ques-
tion, about ten o'clock, the accused went to a
shop called the Yee Fung and asked for and
got some samples of rice. About mid-day
he returned and said he was satisfied with
the samples and brought an order for seven
piculs of rice. The rice was delivered to him
on this order and was taken away to his boat.
Meantime the Yee Fung firm sent the bill to
the Fung Yan Loong firm upon whose supposed
order the rice had been delivered. The latter
repudiated the order. The Yee Fung there-
upon did their best to get their rice back and
recovered it on board the defendant's boat.
He himself was found on a Canton boat,
concealed in the crew's quarters, and was arrested.
His defence was that he did not know that the
order was a forgery.

The jury, after hearing evidence, found the
charge proven.

His Lordship passed sentence of 18 months'
imprisonment.

CHARGE OF ARSON.

Leung Pan Wan and Sin Man Wan were
empanelled on a charge of having on 20th
March set fire to the dwelling-house No. 45
Gough Street, certain persons being then there-
in.

They pleaded not guilty.

Mr. E. H. Sharp, K.C., who represented the
Attorney-General, stated in his opening the
case that the accused were an accountant and a
coolie respectively of a miscellaneous store on
the ground floor of No. 55, Gough
Street, of which the upper floors were
occupied as a Chinese boarding-house. The
store was a new business, begun on 27th
January. The master of the shop put in a
certain amount of stock, and then proceeded to
insure it, effecting insurances amounting to
\$10,000, beside \$1500 in respect of his clothing
and furniture. After this the master disappear-
ed and on 15th March the first prisoner took
over the charge of the shop. On the night of
the following day the people on the first floor
saw a fire on the floor below and called out to
the people in the shop, who shouted back an ex-
planation about upsetting a lamp. On the 19th
a quantity of goods were taken away from the
shop. On the following morning at half-past
four the people on the first floor were wakened
by shouts of "fire" coming from the floor above,
whence apparently they had seen the fire
burning in the rear part of the floor premises,
across the shaft that ran from top to bottom of
the building. They ran downstairs into Gough
Street and pushed open the door of the shop.
Several men ran out. They caught the second
prisoner and handed him over to the police as
the others got away. When they went inside,
the shop it was found the rear portion of the
building was filled with smoke and flames.
There were three separate fires, and one
witness would say that the goods in this store
room were arranged so as to burn, these consist-
ing of packing-cases, firewood, Japanese charcoal,
and cheap straw hats. The fire was put out.
Next day, while the shop was in charge of the
police, the first prisoner appeared, took them to
another house and showed them the books of
the firm which he said he had rescued. These
books, he would show, had all been written up
at the same time and by one man. From them
it appeared that the value of the stock was
\$10,000—the amount of the insurance. Mr.
Lammert would tell the jury that he estimated
the value of the stock at \$1,900. The case was
adjourned.

HIRANO WATER.

THE QUEEN OF TABLE WATER.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [44]

POLICE COURT.

Tuesday, 19th April.

BEFORE MR. J. H. KEMP (SECOND
POLICE MAGISTRATE).

A PAWNBROKER.

A pawnbroker was charged with unlawfully
failing to seize and detain a man who made an
application to borrow money on a telescope,
when he had reasonable ground for suspecting
an unlawful practice on the part of the applicant.
Mr. J. Hastings appeared for the defence,
and the man was discharged.

FALSE SCALES.

Three shopkeepers were summoned by In-
spector Ward for not having their scales just.
The first defendant, having a fish-stall at No.
136, Western Market, was fined \$80; the second,
against whom there was a previous conviction
some three years ago, a fowl-store-keeper, at
No. 16 Western Market, was fined \$100;
and the third, who keeps a fruit-store at No. 6,
Western Market, was fined \$40. The scales
were four and five per cent. out.

A CHINESE SERVANT.

A Chinese servant was charged by an Euro-
pean for leaving without notice. He was fined
\$12 or 14 days.

TRESPASSING.

An Indian named Bachan Singh was charged
by a Chinese watchman for trespassing on mili-
tary ground. He was fined \$10 or 14 days.
The man in question was employed for a month
or so in the Hongkong Police Force, being dis-
charged as not of the right sort.

Tuesday, 19th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING
POLICE MAGISTRATE).

A SCANDALOUS AFFAIR.

On the 11th inst. at about midnight an Ex-
cise officer knocked at the door of a house at Yamnati,
a bridal chair-shop. He interrogated the shop-
keeper as to whether he sold cigarettes. The
latter asked who he was. He said he was a
policeman. The Excise officer, according to
evidence, then gave the shopkeeper two slips on
the head, saying he was tardy in opening the
door, and he then went away.

The defendant was fined \$2.

There have been several cases of Excise
officers being assaulted of late. If others are
like this one, no wonder!

HOUSE-BOYS.

Mr. Webb charged two house-boys with
leaving without notice. They were fined \$5
each.

HONGKONG GYMKHANA
CLUB.

PROGRAMME
OF
THE FIRST MEETING
TO BE HELD AT THE HAPPY VALLEY.
ON
SATURDAY, 20th APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP.—Presented
by Hart Buck, Esq. For all subscription
griffins of any season that have never won
an official race. Weight for inches as per
scale. Unplaced runners allowed 5 lbs.
Jockeys that have won an official race in
Hongkong or China 2 lbs. extra; non-
winning Jockeys allowed 5 lbs. Entrance \$5.
5 Furlongs.

4.30 p.m. 2. THE EAST POINT CUP.—Pre-
sented by the Hon. C. W. Dickson. For all
China Ponies weight for inches as per scale.
Winners of an open race or open griffin race
5 lbs. extra; non-winning subscription griffins
allowed 5 lbs. Jockeys' penalties and allow-
ances as per Race No. 1. Entrance \$5.
From the two mile post once round and in.
4.40 p.m. 3. THE "ICHIMAN" CUP.—Pre-
sented by G. C. C. Master, Esq. Hurdle race
for all China Ponies. Weight 11 stone.
Jockeys' penalties and allowances as per Race
No. 1, but winners of a hurdle race or
steplechase on an off day at Shanghai or
Hongkong to be treated as winning Jockeys.
Entrance \$5. From the grand stand, twice
round and in.

5 p.m. 4. POLO PONY SURETY.—For a Cup
presented by the Club—Open to all bona fide
polo ponies passed as such by the Committee of
the Club. Catch weights not less than 11 stone.
Best of three heats, to be run without dismount-
ing, each from the distance post in. Entrance \$5.
5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE
CUP.—Value \$—, (not less than \$200). For
all China Ponies. Weight for inches as per
scale. Penalties and allowances as per Race
No. 2. Jockeys' penalties and allowances as
per Race No. 1. To be won by the pony
scoring most marks in the races for the Cup
by the end of the Club's season, counting 4
for a first, 2 for a second and 1 for a third.
The benefit of marks already scored to pass
with the pony on a sale. Any winner of the
race to carry 5 lbs. extra for each win in sub-
sequent starts for the Cup; penalties accumu-
lative up to 15 lbs. Five to start or no race.
Entrance \$5 to go in the purchase of a
memento to the winner of each race. One
mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Pre-
sented by J. H. Lewis, Esq. For all China
Ponies that have won no flat race of any
description since the 1st January 1904.
Weight for inches as per scale. To be ridden
by Jockeys that have not won an official race
in Hongkong or China. Entrance \$5. Half
mile.

Entries (which must state the name, owner, col-
ours, height and colour of ponies entered, and be
accompanied by the necessary fees) close to the
Honorary Secretary at the Hongkong Club at
6 p.m. on Wednesday the 13th April, 1904.
The Committee reserve the right to declare
off any race for which there are not at least five
entries and three starters.

Attention is drawn to the rules of the Club
providing that (a) No person shall be a member
of the Club unless he is a member of the Hong-
kong Jockey Club. (b) All members of the
Hongkong Jockey Club shall be eligible for
election without ballot; and (c) No person unless
he is a member of this Club shall be eligible to
ride or run any pony at any Gymkhana meeting.
Notice of intended membership should be sent
to the undersigned.

F. B. DEACON,
Honorary Secretary and Treasurer.
Hongkong, 4th April 1904. [136]



A perfect complexion

depends on delicacy of skin, which is conferred by

'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
is a valuable tube.
'DARTRING' 'LANOLINE' TOILET SOAP.

1552-2

"BILLIARDS"

Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for
playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can
be had on application from the Office of this paper.

JOHN ROBERTS & CO., LD.

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

Hongkong, 6th April, 1904.

[927-2]

JAPAN COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—24, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kamsu, Nagasaki,
Kuchinotsu, Sasebo, Maiduru Miki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Mannoura, Onoura Otani,
Sasahara Tsukakuro, Yoshinotani, Yoshio, Yunkikara, and other Coals.
[96] N. INUZUKA, Manager, Hongkong

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly
and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.

STABLES.

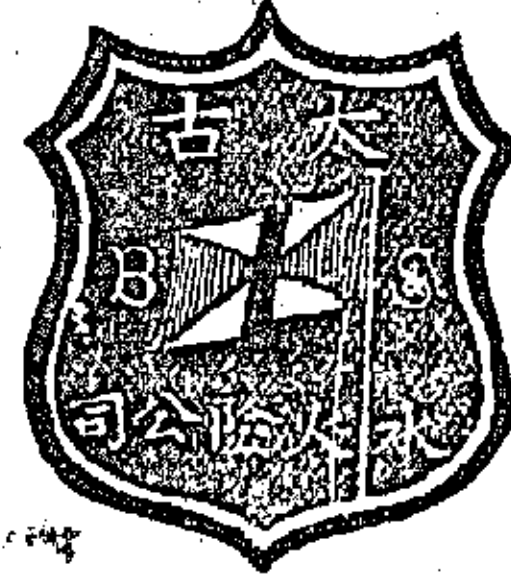
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
PROPRIETORS.

[266]

BUTTERFIELD & SWIRE,

Agents



LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

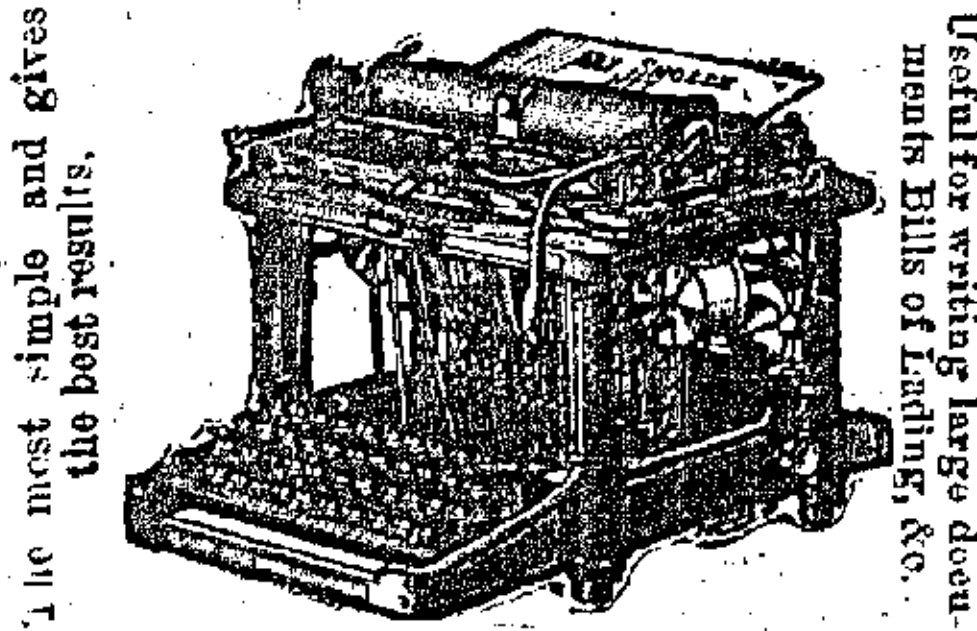
Hongkong, 18th August, 1903

[1319-2]

FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 86 Characters.

THE best and most complete Machine on the
market, can be fitted with special
carriage to take paper up to 16 inches wide.



Agents for South China.
W. BREWER & CO.,
Hongkong.
Hongkong, 13th April, 1904. [184]

YOU DON'T MISS THE \$5,
and after a little time the Machine is your Own.

At any rate, a visit to our Show Rooms will
convince you of the value of the investment.

SINGER SEWING MACHINE DEPOT,

3a, Wyndham Street.

Hongkong, 15th April, 1904. [1016]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply

SHIPPING.

ARRIVALS.
 April 18, Nyson, British str., 4,862, Davies, Singapore 11th April, General.—BUTTERFIELD & SWIRE.
 April 18, Niss, British str., 1,363, H. Pearl, Cardiff 5th March, Coal.—DODWELL & CO., Limited.
 April 19, AMARA, British str., 1,565, C. J. Matlock, Saigon 15th April, Rice, Flour, Cotton, Seed.—JARDINE, MATHESON & CO.
 April 19, Eclipse, British cruiser, 5,300, Stokes, Singapore 14th April.
 April 19, GIANO, British str., 1,189, Dunlop, Sourabaya 11th April, Sugar and General.—CHINESE.
 April 19, HANYANG, British str., 1,265, R. D. Caswell, Shanghai 15th April, General.—BUTTERFIELD & SWIRE.
 April 19, Kowloon, German str., from Canton.
 April 19, Oscar H., Norw. str., 2,000, Olsen, Mol 13th April, Coal.—M. B. KAISHA.
 April 19, Samsen, German str., 995, F. Rohwaldt, Kolschlag and Bangkok 13th April, Rice and Timber.—MELCHERS & CO.
 April 19, Vasco de Gama, Portuguese cruiser, 3,050, Manuel Vasco de Carvalho, Lisbon 21st Feb. and Macao 19th April.
DEPARTURES.
 18th April.
 ALGERINE, British sloop, for Yangtze.
 19th April.
 AN PHO, British str., for Saigon.
 CARL DIEDERICHSEN, Ger. str., for Haiphong.
 CHUNSHAN, British str., for Bangkok.
 CHUNSHAN, British str., for Swatow.
 GREGORY APGAR, British str., for Calcutta.
 HAIGONG, British str., for Tamsui.
 HANCHOV, British str., for Shanghai.
 HANOI, French str., for Haiphong.
 KELVIN, British str., for Nagasaki.
 MATHILDE, German str., for Swatow.
 POLYMERUS, French str., for Shanghai.
 PROGRESS, German str., for Swatow.
 SALAZAR, French str., for Europe.
 TIANAN, British str., for Kobe.

CLARANCES.
 At the Harbour Master's Office.
 19th April.
 Arwenia, German str., for Shanghai.
 Claveria, British str., for Yokohama.
 Coerle, British str., for Foochow.
 Johanne, German str., for Swatow.
 Kansa, British str., for Swatow.
 Ness, British str., for Sasebo.
 Petrarch, German str., for Chiofo.
 Phra C. Kiao, German str., for Kobe.
 Prelo, German str., for Iloilo.
 Queen Louise, British str., for Rangoon.

DEPARTURES.
 18th April.
 ALGERINE, British sloop, for Yangtze.
 19th April.
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 MATHILDE, German str., for Swatow.
 POLYMERUS, French str., for Shanghai.
 PROGRESS, German str., for Swatow.
 SALAZAR, French str., for Europe.
 TIANAN, British str., for Kobe.

VESSELS IN DOCK.
 19th April.
 ABREDEEN DOCKS.—Tamsui.
 Kowloon DOCKS.—H. I. G. M. S. Moore, Lin Tan, Athenian, Advertiser, Tamsui, San Francisco, Tweeddale, Kinshin, Italian.
 COSMOPOLITAN DOCK.—Nassau, Claveria.

VESSELS PASSED ANKER.
 April 1, German str., Sommerfeld, Arzel, April 1, from Batavia for Hamburg.
 April 1, Dutch str., Java, Visser, April 1, from Batavia for Tamsui.
 April 5, Dutch str., from Edmondson, Feb. 12, from Amsterdam via Djeddah, for Batavia.
 April 5, German str., Dussburg, Maier, from Tjilatjap for Batavia.
 April 6, Dutch str., Lascod, Meijer, April 6, from Batavia for Rotterdam.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE THE Company's Steamship

"MARQUIS BACQUEHEM."
 Captain Rassevich, will leave for the above places TO-MORROW, the 20th inst., P.M.
 This Steamer has special accommodation for Passengers, Electric Light and carries a Doctor.
 For Freight or Passage, apply to
 SANDER, WIELER & CO., Agents, Princess Buildings.
 Hongkong, 14th April, 1904.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship

"TRIESTE."
 Captain Mecozi, will be despatched as above TO-MORROW, the 20th April, P.M.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO., Agents, Princess Building.
 Hongkong, 20th March, 1904.

HAMBURG-AMERIKA LINIE.
 FOR SHANGHAI, CHINKIANG AND WUHU.
 (Taking Cargo at through rates to Tientsin).
 THE Steamship

"KOWLOON."
 Captain C. Stehr, will be despatched for the above ports TO-MORROW, the 21st inst., at 3 P.M.
 This Steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO., Agents.
 Hongkong, 19th April, 1904.

NOT RESPONSIBLE FOR DEBTS

N EITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
 Arrow, British 4-m. barque, McDonald—Standard Oil Co.
 Lynhurst, British 4-m. barque, Parrell—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	25th inst.
LONDON & ANTWERP, via SINGAPORE, &c.	PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDER	Brit. str.	McIntosh	Gibb, Livingston & Co.	About 7th May.
LONDON & ANTWERP	ANTONOR	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	10th May.
LONDON & ANTWERP	ALCIBIDES	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	PROTEUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	7th June.
BREMEN, via PORTS OF CALL	P. HEINRICH	Ger. str.	B. Heintze	MELCHERS & CO.	27th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohren	HAMBURG-AMERIKA LINIE	25th inst.
HAVRE & HAMBURG	ARTENISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Storn	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	8th June.
TRIESTE, &c., via SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozi	SANDER, WIELER & CO.	To-day, P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	20th May.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	14th June.
NEW YORK, via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	Dodwell & Co., Ltd.	CANADIAN PACIFIC R. CO.	About early May.
VANCOUVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.	Brit. str.	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	Brit. str.	CANADIAN PACIFIC R. CO.	27th inst.
VICTORIA (B.C.) & TACOMA via N. S. A. &c.	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	4th May.
AUSTRALIAN PORTS	CALCHAS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	17th May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIYUAN	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Holms	Gibb, Livingston & Co.	11th May, Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	H.G.H. Lowell	P. & O. S. N. Co.	To-day, at 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHAYERING	Brit. str.	Barton	CHINA COM. S.S. CO.	23rd inst., 4 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	M. BACQUEHEM	Aus. str.	Rassovich	SANDER, WIELER & CO.	To-day, P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	Kowloon	Ger. str.	C. Stehr	SIEMSEN & CO.	To-morrow, 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KWANGSHI	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	CHUSAN	Brit. str.	W. F. Palmer	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YUNNAN	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TAIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	FUTSIOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	27th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MAIYU	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	HAIRAN	Brit. str.	Rosch	DOUGLAS LAIRDALE & CO.	22nd inst., 11 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KAIPONG	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	R. Rodger	SEHAW, TOMES & CO.	23rd inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	R. W. Almond	SEHAW, TOMES & CO.	30th inst., 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 3rd May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	WUCHANG	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	26th inst.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR HATVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"BENGAL."
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 23rd APRIL, at NOON, taking passengers and cargo for the above ports.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 12th April, 1904.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
 司公限有船輪華中
 FOR MOJI, SALINA CRUZ (MEXICO) AND PORTLAND (OREGON).
 THE Steamship
 "CLAVERING"
 Captain Barton, will be despatched for the above ports on SATURDAY, the 23rd inst., at 4 P.M.
 For Freight, apply at Company's Office, No. 20, Des Voeux Road.
 J. S. VAN BUREN, Superintendent.
 Hongkong, 16th April, 1904.

NATAI LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the NATAI STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars, apply to
 DODWELL & CO., LIMITED, General Agents for China and Japan.
 Hongkong, 4th August, 1897.

MESSAGERIES CANTONNAISES.
 J. TREVOUX & CO.
 HONGKONG-CANTON NIGHTLY SERVICE.
 THE Commodore Steamer "PAUL BEAU."
 Captain Frangul, leaves Hongkong for Canton at 9 P.M., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following day, leaving Canton at 5 P.M., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUN."
 Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European \$8.00
 Second Class European \$3.00
 First Class Chinese \$1.50
 Second Class Chinese80
 Deck30
 The Company's Wharf is at the end of Queen Street, Prince's Wharf.
 For further particulars, apply to
 J. LANDOLT, Agent, The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904.

FOR CANTON.
 THE new and fast Twin-Screw Steamer "SAN CHEUNG."
 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
 CHEUNG ON STEAMBOAT CO., LTD., No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 20th April.
 R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th April.
 R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.
 R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.
 R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.
 Hongkong to London, 1st Class ... via St. Lawrence ... via New York \$62.
 Intermediate on Steamers \$40.
 and 1st Class Rail \$22.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. F. BROWN, General Agent, 9, Padder Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANGHAI, MOJI AND KOBE.	MANILA	4 P.M., 20th April	Freight and Passage.
(Passing through the Inland Sea)	H.G.H. Lowell, R.N.R.		
LONDON, &c.	BENGAL	Noon, 23rd April	See Special Advertisement.
	G. Phillips		
SHANGHAI	CHUSAN	About 24th April	Freight and Passage.
	W. B. Palmer, R.N.R.		
LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 27th April	Freight and Passage.
	J. D. Andrews, R.N.R.		

For further Particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 20th April, 1904.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewardess. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 23rd April, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 30th April, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 16th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARABIA"	4,483		
"ARAGONIA"	5,193		
"ANANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Wednesday, May 4th
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

For Freight only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 3rd May.
S.S. TREMONT	9,606 tons.	T. W. Garlick	About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 18th April, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, via SWATOW AND AMOY	"TRITON"	WEDNESDAY, 20th April, at 10 A.M.
TAMSUI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 24th April, at 10 A.M.
FOOCHOW, via SWATOW AND AMOY	H. A. HARALDSEN	April, at 10 A.M.
TAMSUI, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 27th April, at 10 A.M.
	A. HANSEN	April, at 10 A.M.
	"M. STRUVE"	SUNDAY, 1st May, at 10 A.M.
	T. BRANDT	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 18th April, 1904.
 T. ARIMA, Manager

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA, and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG	On 25th April. Freight.
Capt. von Döhren	(Calling at Singapore and Penang)	
ARTENISIA	HAVRE and HAMBURG	On 12th May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MARBURG	HAVRE, BREMEN and HAMBURG	On 17th May. Freight.
Capt. Storn	(Calling at Singapore and Penang)	
STASSBURG	HAVRE and HAMBURG	On 31st May. Freight and Passengers.
Capt. Madsen	(Calling at Singapore and Colombo)	
SEGOVIA	HAVRE and HAMBURG	On 14th June. Freight.
Capt. Förck	(Calling at Singapore and Penang)	
NURNBERG	HAVRE and HAMBURG	On 23rd June. Freight.
Capt. Jaburg	(Calling at Singapore and Colombo)	

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTI PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS and LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 22nd April.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANOTSE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIOMED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"TELEMACHUS"	On 26th April.
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
LONDON and ANTWERP...	"ACHILLES"	On 20th May.
LONDON and ANTWERP...	"ALCINOUS"	On 24th May.
LONDON and ANTWERP...	"PROMETHEUS"	On 7th June.
LONDON and ANTWERP...	"DEUCALION"	On 14th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

Hongkong, 20th April, 1904.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY and SHANGHAI	"KAIFONG"	On 20th April.
SHANGHAI	"YUNNAN"	On 21st April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 23rd April.
CEBU and LOILO	"WUCHANG"	On 26th April.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted through with Electric Light. Untravellers Table. A duly qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th April, 1904.

[12]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
(via SUEZ CANAL).

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above

on or about the 7th May.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th April, 1904.

[1021]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the

above ports on WEDNESDAY, the 11th May,

at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating

Chamber, which ensures the supply of Fresh

Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 16th April, 1904.

[1032]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.

About

"SHIMOSA" ... early May.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 5th April, 1904.

[877]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao week days

at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class including cabin

and servant, \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Dinner and Porter either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong 5th September, 1903.

NOTICES TO CONSIGNEES

STEAMSHIP "POLYNESIAN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Dunro" and "Sidon," from Havre ex s.s. "Sidon,"
from Bordeaux ex s.s. "Ville de Constantin" and
"Ville de Rochefort," in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, 18th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Monday, the 25th April, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 25th April, or they will not be recognised.

All damaged packages will be examined on
Monday, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1904.

[2]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARMENIA,"

Captain Forst, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

To-day, the 18th inst.

Any Cargo impeding Lard discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company,

Limited, and stored at Consignees' risk and

expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 25th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 18th April, 1904.

[1043]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

Noon, To-day, the 18th inst.

Goods not cleared by the 24th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the God-

owns for examination by the Consignees and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th April, 1904.

[1]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG
AND SINGAPORE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk, into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

whence delivery may be obtained.

This vessel brings Cargo—
From Levant ex s.s. "Electra" and "Pollux,"
transhipped at Port Said.
From Venice ex s.s. "Venus," transhipped at
Trieste.
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No Claims will be admitted after the Goods

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Hongkong, 18th April, 1904.

[3]

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[100-1]

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FRENCH INDO-CHINA
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